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NEW TRAIN CONTROL EQUIPMENT -- Gudok, No 58, 14 May 50

About 500 kilometers of railroad lines have been equipped with the continuous automatic train stop designed by a group of scientific workers under Stalin Laureate A. M. Bryleyev.

The group, from the Central Scientific Research Institute, has developed a system of code (kodovyy) automatic block signaling. Construction and operation of this system is considerably less expensive than for automatic block signaling of the usual type. This year, it is planned to equip one section with the new block system.

COMPETITION FOR SWITCH CENTRALIZATION DESIGN -- Gudok, No 60, 19 May 50

The Ministry of Transportation has announced a competition for designs for relay electrical centralization of switches and signals suitable for use in a large railroad station. One aim of the competition is the development of a large circle of inventors and efficiency experts for working out technically improved systems of electric centralization that will be economical in regard to expenditure of cable, relays, and funds.

All suggestions presented to the competition committee must answer the technical requirements for the planning of facilities for signaling, centralized control of switches and signals, and operation of block signals and the basic requirements for electrical centralized systems approved by the Main Administration of Signaling and Communications of the Ministry of Transportation.

The competition closes 1 December 1950. There will be one first prize of 12,000 rubles, one second prize of 8,000 rubles, and three third prizes of 4,000 rubles each.

SCORES USE OF TRACK-LAYING MACHINES -- Gudok, No 57, 12 May 50

The powerful, domestically produced, track-laying machines have already laid 7,000 kilometers of track. The effectiveness of these machines is shown by the fact that one line, 330 kilometers long, was laid in 84 days, and at times 7-8.5 kilometers of track were laid per day.

However, the necessary concern for the efficient utilization of the track-laying machines is lacking in the main construction administrations. Some administrators simply refuse to employ mechanized track laying. In 1949, the Main Administration of Railroad Construction of the East laid several lines from 50 to 100 kilometers long by hand, and the track-laying machines were worked only to partial capacity. In other administrations, some of the machines were sent to work on small branches 15-20 kilometers long.

Spike driving is also done by hand. About 10 years ago, the "Pnevmatik" Plant manufactured 50 KZ-2 spike-driving hammers which can drive 10,000-12,000 spikes per shift. However, production of these machines was stopped and, at present, only six of the machines remain in service.

Spare parts for the Platov track-laying machine are hard to get, since none have been produced since production of the machine began.

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The creation of new types of track-laying machines is proceeding extraordinarily slowly. Instead of testing the various models of Main Administration of Railroad Construction of the East and Main Administration of Railroad Construction of the West, the experimental machines are being operated as if they had been serially produced.

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